

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) Brake system for a mobile work tool, wherein a first main non-muscular brake valve ~~(10)~~ for actuating a service brake and a second secondary non-muscular brake valve ~~(16)~~ for actuating this service brake are provided, each brake valve ~~(10, 16)~~ having at least a tank port ~~(T)~~, a reservoir port ~~(SP, SP1, SP2)~~ for a hydraulic accumulator, and a brake port ~~(BR, BR1, BR2)~~ leading to the service brake, characterized in that the tank port ~~(T)~~ of the main non-muscular brake valve ~~(10)~~ is connected with the brake port ~~(BR)~~ of the secondary non-muscular brake valve ~~(16)~~.
2. (Currently Amended) Brake system in accordance with Claim 1, wherein each non-muscular brake valve ~~(10, 16)~~ has at least one control piston ~~(20, 22, 42)~~ that connects the respective tank port ~~(T)~~ with the brake port ~~(BR, BR1, BR2)~~ and blocks the reservoir port ~~(SP, SP1, SP2)~~ when in its basic position, and which may be displaced through the intermediary of an operating element ~~(28, 49)~~ and a control spring assembly ~~(30, 46)~~, so that the connection to the tank port ~~(T)~~ is blocked and the connection between the reservoir port ~~(SP, SP1, SP2)~~ and the brake port ~~(BR, BR1, BR2)~~ is opened, with a spring chamber ~~(40)~~ of the control spring assembly ~~(30)~~ of the main non-muscular brake valve ~~(10)~~ being connected with the tank port ~~(T)~~ thereof, and the operating element plunging into the spring chamber ~~(40)~~ being sealed by means of a high-pressure seal ~~(62)~~.
3. (Currently Amended) Brake system in accordance with Claim 1, wherein each non-muscular brake valve ~~(10, 16)~~ has at least one control piston ~~(20, 22, 42)~~ which connects the respective tank port ~~(T)~~ with the brake port ~~(BR, BR1, BR2)~~ and blocks the reservoir port

(SP, SP1, SP2) when in its basic position, and which may be displaced through the intermediary of an operating element (48, 49) and a control spring assembly (30, 46), so that the connection towards the tank port (T) is blocked, and the connection between the reservoir port (SP, SP1, SP2) and the brake port (BR, BR1, BR2) is opened, wherein a spring chamber (40) of the control spring assembly (30) of the main non-muscular brake valve (10) is connected to atmosphere, and wherein a valve bore accommodating the control piston (20, 22) is sealed against the spring chamber (40) through a high-pressure seal (63).

4. (Currently Amended) Brake system in accordance with ~~any one of the preceding claims,~~ claim 1, wherein the main non-muscular brake valve (10) has the form of a dual circuit brake valve, and the secondary non-muscular brake valve (16) has the form of a single-circuit brake valve.

5. (Currently Amended) Brake system in accordance with ~~any one of the preceding claims,~~ claim 1, wherein the main non-muscular brake valve (10) has the form of a road travel brake valve, and the secondary non-muscular brake valve (16) has the form of a work brake valve.

6. (Currently Amended) Brake system in accordance with ~~any one of the preceding claims,~~ claim 1, wherein the operating element (28, 49) is adapted to be operated through a pedal (12, 18) or a proportional magnet (19), respectively.

7. (New) Brake system in accordance with claim 2, wherein the main non-muscular brake valve has the form of a dual circuit brake valve, and the secondary non-muscular brake valve has the form of a single-circuit brake valve.

8. (New) Brake system in accordance with claim 3, wherein the main non-muscular brake valve has the form of a dual circuit brake valve, and the secondary non-muscular brake valve has the form of a single-circuit brake valve.
9. (New) Brake system in accordance with claim 2, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.
10. (New) Brake system in accordance with claim 3, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.
11. (New) Brake system in accordance with claim 4, wherein the main non-muscular brake valve has the form of a road travel brake valve, and the secondary non-muscular brake valve has the form of a work brake valve.
12. (New) Brake system in accordance with claim 2, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.
13. (New) Brake system in accordance with claim 3, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.
14. (New) Brake system in accordance with claim 4, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.
15. (New) Brake system in accordance with claim 5, wherein the operating element is adapted to be operated through a pedal or a proportional magnet, respectively.